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MASON COUNTY TURNPIKES

Having written eight articles upon the turnpike question, I am not surprised at the fellows whose toes are being tread upon and who have had absolutely full sway in the management of Mason County's turnpikes affairs, have become very sore, and one of the parties who has been the object of very large favors, and in most instances, without competition in bidding on contracts with the present administration, took it upon himself to make a personal attack upon me, of course, this attack was in the way of vile abuses and which is of much assistance in benefiting his cause. This party notified me that I was a dead one, politically, and that neither I or any one connected with me could ever again get anything from Mason County, in the way of a political favor. It is true, Jas. B. Key, my father, is Circuit Clerk of Mason County and elected on the Democratic Ticket, but should that fact deter me or purchase my influence for the benefit of an incompetent management in the administration of Mason County's affairs? As a taxpayer and private citizen, I propose not to be purchased or bribed in any particular, I further propose to carry out the investigation of Mason County turnpikes, and I do not expect to stop until I have completed my work and satisfied myself. If a man makes a competent officer, the fact is recognized. The records of all officers in every community are being more scrutinized each and every year. Flagrant violations of law in the administration of Mason County's affairs as well as every other county will not be permitted much longer. The majority of voters have stopped "jumping thru the hoop" every time the political leader cracks the whip, and are thinking and reading and are wanting value received for the taxes paid, annually. If you will go to the Clerk's Office and look over the records and see the long list of payments without itemized statements showing what these payments are for, then you would not be surprised that our taxes are not meeting the demands of the administration, and it is no wonder that our turnpike fund is overdrawn \$9,000.00; and when did this overdraft commence? It does not date prior to five years ago, therefore, this cannot be laid upon a prior administration. These are facts that the records will bear me out in. I have

made demand for vouchers, showing an itemized expenditure of the money paid out from our turnpike fund. These vouchers have never been filed in the Clerk's Office, the only place of record in this county. I was requested that I could see same at the County Judge's office. This office is a private one, and, therefore, is not the place for public records. Is this a violation of law?

On July 12th, I took the road in Charleston's Bottoms, known as the Anderson Ferry, which is 1 6-10 miles in length. I followed this road to the Tuckahoe and South Ripley pike, the entire course of which is rough and made so by water running in the middle of the road, no attempt being made to keep same from the road. There are 4 bridges in this 1 6-10 miles, one of which is being built at the present time, using an old iron bridge that was removed from the Model Road on the Mt. Sterling pike. This bridge constitutes all the improvement on this stretch of road, so far this year, however, there is quite a lot of rock hauled ready to be broken. There would not be enough travel in 25 years to wear out the metal that is already on this road, if the water was kept off of it, but strange to say, that the present management seems to think it is more necessary to haul new rock than to keep the water from washing away that which is already there.

The Tuckahoe and South Ripley Pike from T. L. Holton's to South Ripley is 4 2-10 miles, 1 1/2 mile of which is a ridge road and not hard to take care of, and for a small expenditure, could be kept in good condition. The hill leading from the ridge down into the Ohio Valley, probably one mile in length, is as rough as one could ever expect to find a macadamized roadway. From the bottom of this hill to the point where the road runs parallel with the C. & O. Railroad, the hard rains have almost washed away in places for lack of gutters and lack of taking care of the culverts. In places, there is 6 inches of mud on the road. The last mile and a half is quite an improvement over the rest of the road, and in saying that, that does not mean that it is very good. There is no rock broken on this road and none being hauled. There is evidence of work in two places amounting to probably \$10 that has been done so far, this spring, and this is the middle of the summer. There was spent on this road, last year, according to the only statement filed in the Clerk's Office, \$130.00, and this expenditure must include the 1 6-10 mile of the Anderson Ferry, The

three miles of this road next to South Ripley should have, at least, \$75.00 per mile, spent annually, and the road tax paid in this vicinity justifies the expenditure of that much money. Strange to say, a member of the Advisory Board of the Fiscal Court, lives on this turnpike. Now, he is not getting the benefit of any of Mason County's money, and the roads in his vicinity show that he makes no effort in that direction. I suspect his argument is, that the C. & O. maintains the best road from South Ripley to Maysville, and he is liberal in his spirit with the rest of Mason County, but is he fair to his own constituency? Is he getting for the tax-payers in Dover Precinct, what they are deserving? There are 5 bridges on this 4 2-10 miles, all apparently in good repair.

The road from South Ripley to Dover is 1 5-10 miles in length, and is all bottom road and is in fairly good condition. There was spent last year \$96.35, and this much spent judiciously, annually, would keep this road in good condition. There are 7 bridges in this 1 1/2 mile of pike, but I should remind our turnpike management, that they have overlooked a bet. One of these bridges is in bad condition and needs repair, and it is a wonder, that broken stone is not already on the ground to replace this bridge in bad condition, with a concrete one.

From Dover, I pursued the Dover and Tuckahoe pike, which is 4 9-10 miles in length. The 3 3-10 miles next to Dover is hard to take care of, owing to the mud washed down from the hill sides, but I am glad to say, that this 3 3-10 miles, is a credit to the average turnpike in Mason County. The management of Mason County has arranged, in fact, a neighbor told me, that a contract had been let to a Maysville Contractor, to put in a concrete bridge, near the home of Adam Plast. Did any one see any bids advertised for on this job, and I beg to ask, now, how many times have bids been asked for, for the construction of concrete bridges in the last five years? The Kentucky Statutes plainly state, that the Road Engineer shall advertise for bids for the construction of roads or bridges.

From the top of the hill on this pike to Tuckahoe, the road runs entirely on the ridge, and, of course, needs little repair and gets very little. There are many places that have never seen rock since the construction of the road about 40 years ago. The bridges on this 4 9-10 miles are three in number, one of which is a large 70 foot bridge over Lee's Creek, just outside of Dover. This bridge needs some repair, which, if done at the present time would probably save Mason County, a new bridge, as it is one of the old time covered wooden bridges.

From Minerva, I took the Dover and Minerva pike, which is entirely a ridge road, with the exception of the long hill, one mile in length, at the Dover end. This road is very sadly neglected. The expenditures of last year do not show any repair work on this pike, at all. For the first two miles next to Minerva, the yellow clay is showing through the bed rock, in fact, bed rock seems to have disappeared in many places, and there is no disposition to put new rock on the places where it is needed most. There is not a load of rock that has been hauled on this entire road of 4 1-10 miles. Rock is scarce and hard to get in this vicinity, and probably is as expensive as most any other place in the county.

I neglected to say, that rock on the Dover and Tuckahoe and Tuckahoe and South Ripley pike are plentiful and should be had for \$2.25 per rod. From the appearance of the Dover and Minerva road, the Road Engineer nor the Advisory Board have seen this road for a year or more, and you cannot wonder at that, as there is not a bridge on the whole 4 1-10 miles.

At the top of the Dover hill, I took the pike leading over into Bracken County, which is one mile in length, and is practically a new road, having been built 18 or 20 years. I doubt that our road management knows that this road belongs to Mason County, as there

is no evidence of a rod of rock ever having been put on this mile of road since it was built. It is needing repair badly, and the tax-payers on this pike certainly should have the benefit of part of their contribution to Mason County's road fund. \$25.00 per mile, would keep this road in excellent condition. \$75.00 per mile, should be applied to the Dover and Minerva road each and every year, as the taxes in those vicinities, justify it. It is useless to talk further about the water running in the road, as it is true of every road one pursues.

From Minerva, I took the German-town road, which is 3 8-10 miles in length, most of which is a good grade and does not cost much to repair. It is in unusually good condition, way above the average, but there is still a number of places that need fixing. Some little ditching has been done on this pike, this spring, but this should not amount to exceed a few dollars. There was no money spent on this pike, last year, according to the Engineer's report. There are two bridges on this pike, one of which is concrete, 32 feet long, and should never have to be replaced. This road does not demand much rock for repair, but it should have some drainage, and the expenditure of \$40 or \$50 per mile, annually, would keep it in very fair condition.

I overlooked calling attention to the Augusta pike, leading from Minerva, of which one mile is in Mason County. This road is rough and needs repair, as it did not have a dollar spent last year. I presume, our management wants to keep Mason County's folks from going to Augusta, but they overlooked the fact, that Bracken County folks sell a great deal of tobacco in Maysville and need this road to travel over.

I have almost completed the measurement, by cyclometer of all the roads in Mason County, and I figure, at present, that the entire mileage is going to be less than 270 miles. Now what would you think, if I would inform you that the management of Mason County has no record of the mileage of turn-

pike, but upon my appearance before the Advisory Board, about a month ago, they told me there were 352 miles of turnpike in the County. Don't you think they are good guessers to miss it almost 30 per cent? The condition of the turnpikes would justify one in remarking, that Mason County tax-payers are not getting value received for our road fund by 30 per cent. Our Advisory Board told me that they had arranged, this year, to spend \$14,000 of the 1916 fund for bridge repair, leaving about \$11,000 to be spent for all the work on the roadways, proper. We have the greatest bridge building outfit in the world, I expect. They certainly think that the bridges are the high spots and that the taxpayers of Mason County are like themselves capable of just touching the high spots.

W. HOLTON KEY.

WOULD EXEMPT HYPHENATES

Washington, July 18.—Representative James, of Michigan, today introduced a resolution directing the Secretary of State to undertake negotiations of treaties with Germany and with Austria-Hungary to exempt former subjects of those countries, who have become American citizens, from liability for service in the German and Austrian armies and navies.

There is more Catarrh in this section of the country than all other diseases put together, and until the last few years doctors pronounced it to be incurable. For a great many years doctors pronounced it a local disease and prescribed local remedies, and by constantly failing to cure with local treatment, pronounced it incurable. Science has proven Catarrh to be a constitutional disease, and therefore requires constitutional treatment. Hall's Catarrh Cure, manufactured by F. J. Cheney & Co., Toledo, Ohio, is the only Constitutional cure on the market. It is taken internally. It acts directly on the blood and mucous surfaces of the system. They offer one hundred dollars for any case it fails to cure. Send for circulars and testimonials. Address: F. J. CHENEY & CO., Toledo, O. Sold by Druggists, 75c. Take Hall's Family Pills for constipation.

HUSBAND RESCUED DESPAIRING WIFE

After Four Years of Discouraging Conditions, Mrs. Bullock Gave Up in Despair. Husband Came to Rescue.

Catron, Ky.—In an interesting letter from this place, Mrs. Bettie Bullock writes as follows: "I suffered for four years, with womanly troubles, and during this time, I could only sit up for a little while, and could not walk anywhere at all. At times, I would have severe pains in my left side.

The doctor was called in, and his treatment relieved me for a while, but I was soon confined to my bed again. After that, nothing seemed to do me any good.

I had gotten so weak I could not stand, and I gave up in despair.

At last, my husband got me a bottle of Cardui, the woman's tonic, and I commenced taking it. From the very first dose, I could tell it was helping me. I can now walk two miles without its tiring me, and am doing all my work."

If you are all run down from womanly troubles, don't give up in despair. Try Cardui, the woman's tonic. It has helped more than a million women, in its 50 years of continuous success, and should surely help you, too. Your druggist has sold Cardui for years. He knows what it will do. Ask him. He will recommend it. Begin taking Cardui today.

Write to: Chattanooga Medicine Co., Ladies' Advisory Dept., Chattanooga, Tenn., for Special Instructions on your case and 64-page book, "Home Treatment for Women," sent in plain wrapper. 1-6

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W. B. NUFORM, STYLE 419 (See small illustration). Medium low bust; elastic inserts. Splendid wearing Coutil; embroidery trimmed. \$1.50.

Other W. B. Models. \$1.00 up.

W. B. BRASSIERES, worn with W. B. Corsets give fashionable figure-lines and add to gown fit. 50c up.

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ANNOUNCEMENTS.

For Congress. We are authorized to announce W. J. Fields of Carter county, as a candidate for re-nomination as Representative in Congress from the Ninth District, subject to the action of the August primary.

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L & N Louisville & Nashville
No. 11 departs 5:35 a. m., daily except Sunday.
No. 9 departs 1:00 p. m., daily except Sunday.
No. 19 departs 3:40 p. m., daily.
No. 10 arrives 9:50 a. m., daily except Sunday.
No. 13 arrives 2:05 p. m., daily.
No. 14 arrives 8:30 p. m., daily except Sunday.
No. 16 arrives 7:30 a. m., daily except Sunday.
No. 17 departs 7:50 a. m., daily except Sunday.
Sunday Only
No. 117 departs at 6 a. m.
No. 118 arrives at 11:25 p. m.
Schedule effective Sunday, May 28, subject to change without notice.
H. S. ELLIS, Agent.

Chesapeake & Ohio Ry.

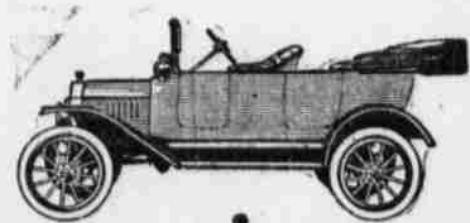
Schedule subject to change without notice
Schedule effective May 28th.
EAST BOUND—
No. 8, 9:41 a. m.
No. 6, 9:55 a. m.
No. 2, 1:40 p. m.
No. 16, 5:30 p. m.
No. 18, 8:00 p. m.
No. 4, 10:48 p. m.
WEST BOUND—
No. 19, 5:30 a. m.
No. 5, 6:15 a. m.
No. 1, 9:19 a. m.
No. 17, 9:30 a. m.
No. 3, 3:30 p. m.
No. 7, 4:33 p. m.
W. W. WIKOFF, Agent.

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Maysville Telephone Co.
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J. J. LYNCH, Local Manager.

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Full of sterling nutrition, Grape-Nuts food is twice baked (about twenty-four hours) and rendered easily and quickly digestible—generally in about one hour.

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